

**VISION**   
**ZER**   
**SAFER STREETS FOR CHARLOTTE**

Vision Zero Task Force Meeting #4 | September 26, 2018

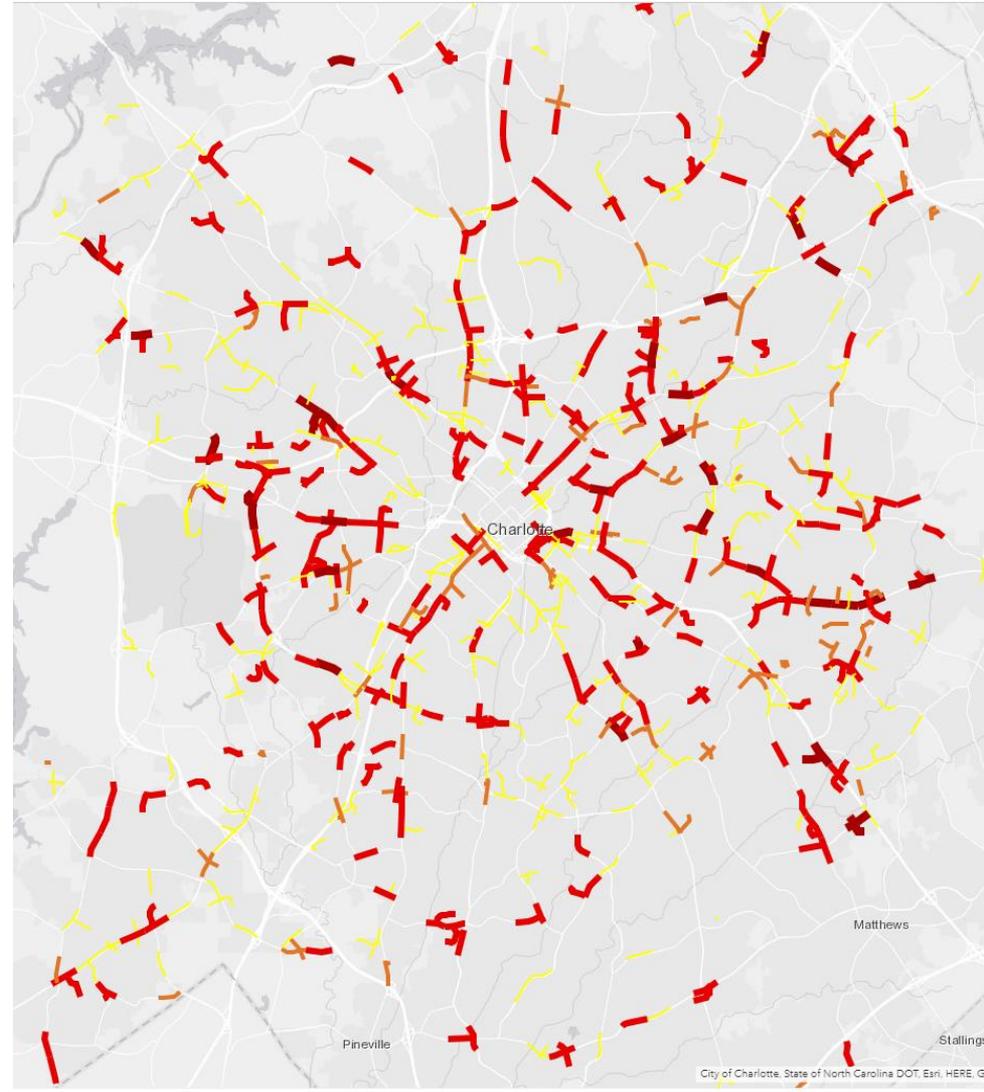
# Agenda

- ▶ What we have learned (crash analysis)
- ▶ What we know
- ▶ Getting to zero (strategies)
- ▶ Group Photo!
- ▶ Group Exercises
- ▶ Next Steps

What we have learned

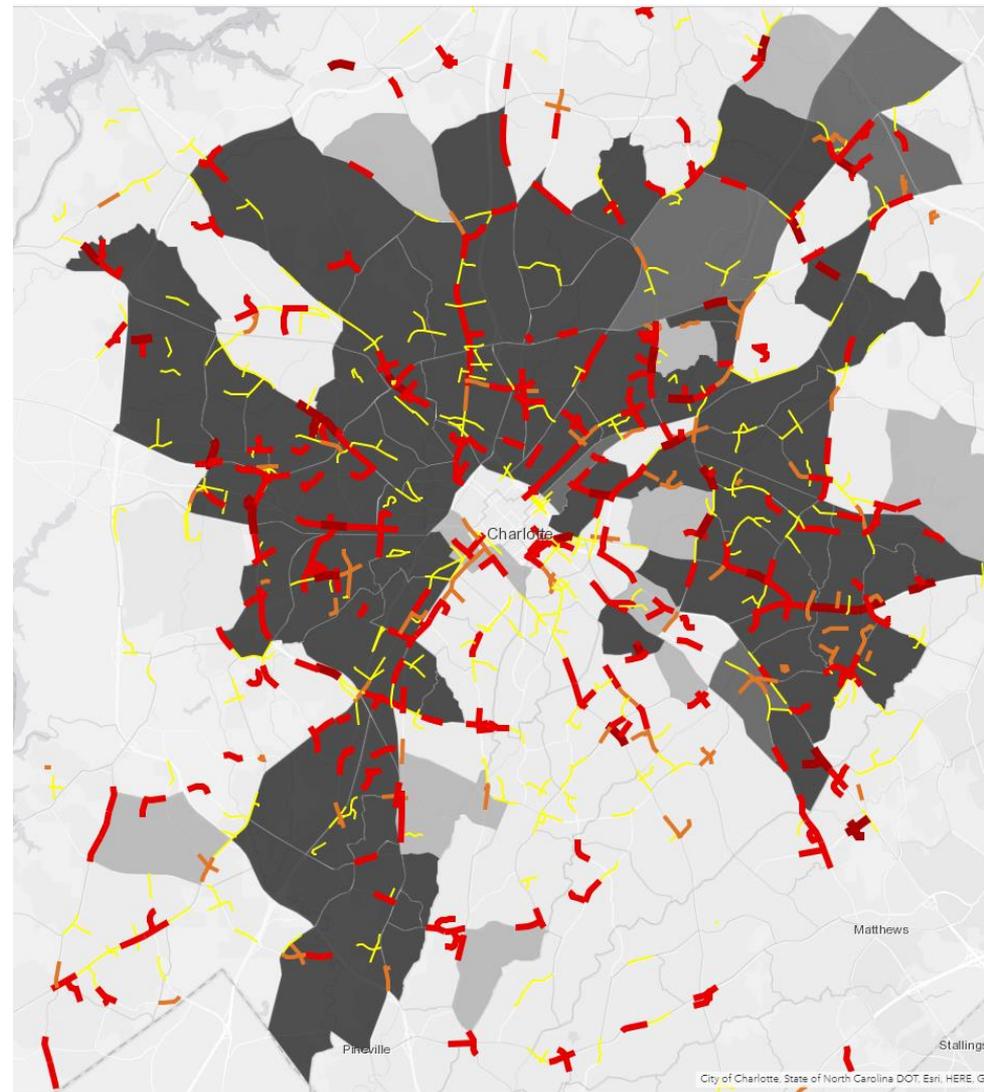
# High Injury Network

- ▶ The HIN makes up 10% of all streets in Charlotte
  - ▶ 25% local streets
  - ▶ 75% arterial streets



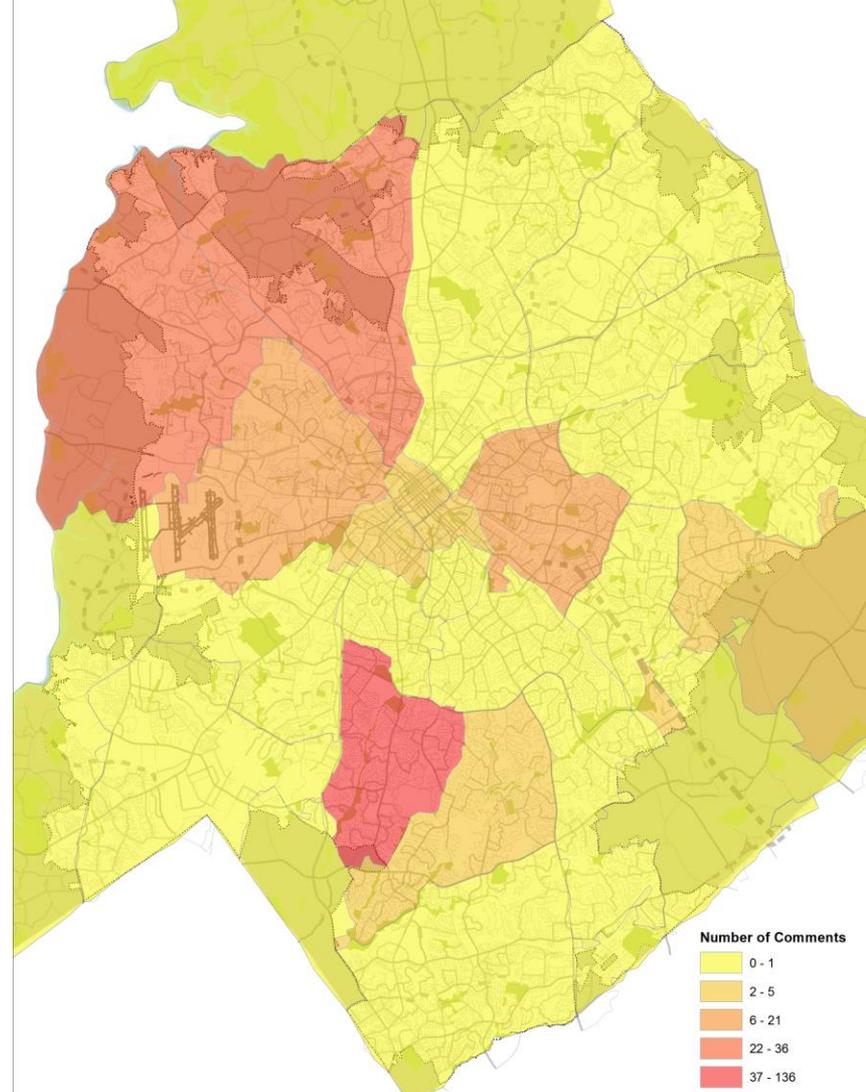
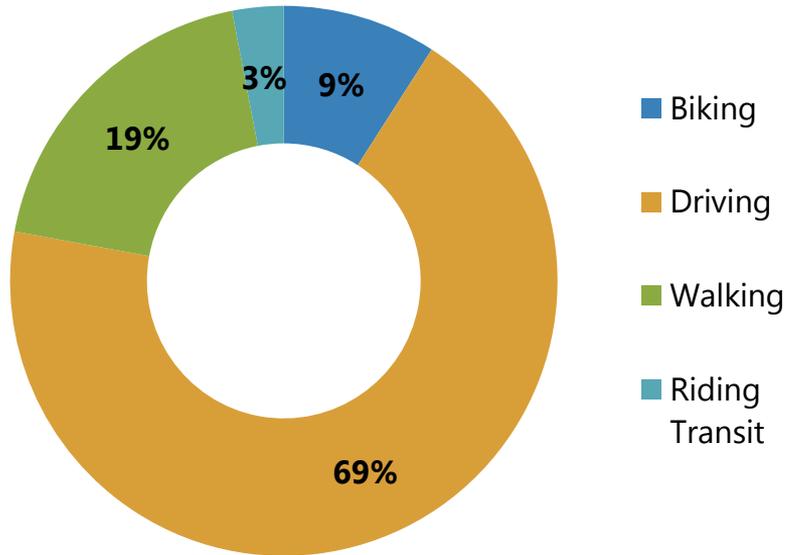
# Communities of Concern

- ▶ 65% of the HIN falls in a Community of Concern
  - ▶ 80% falling in the highest category of concern



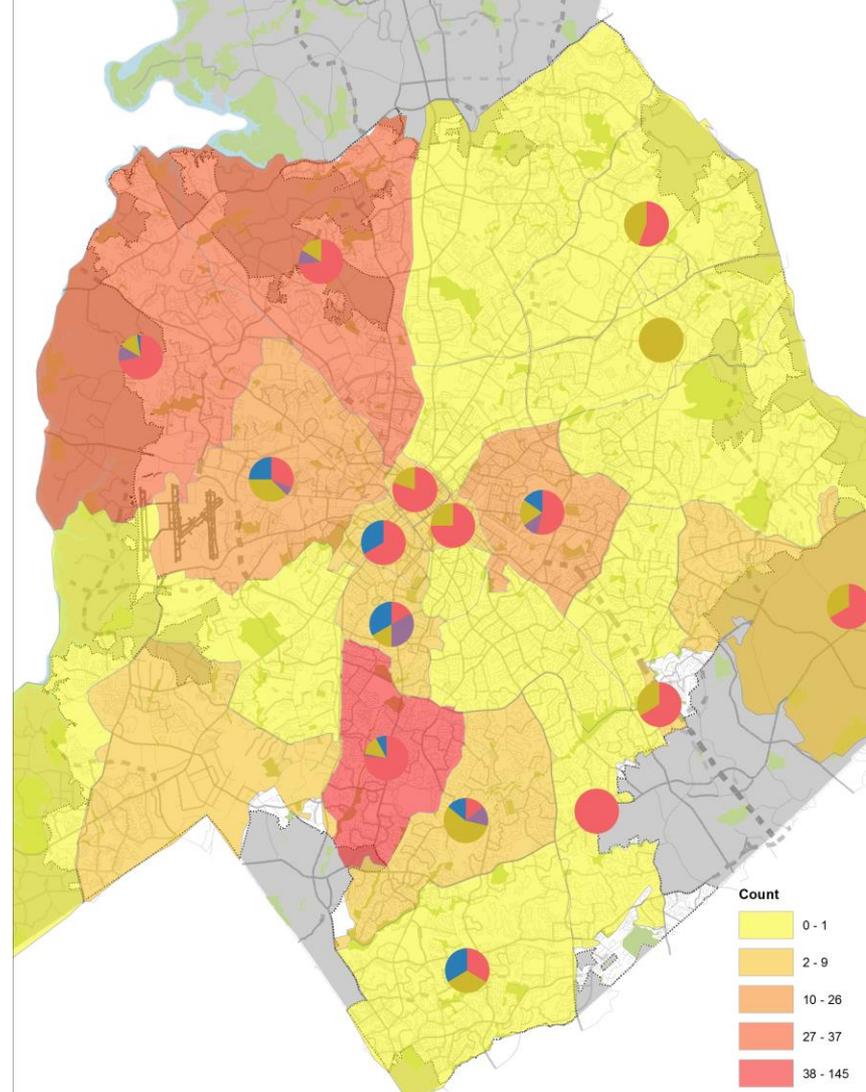
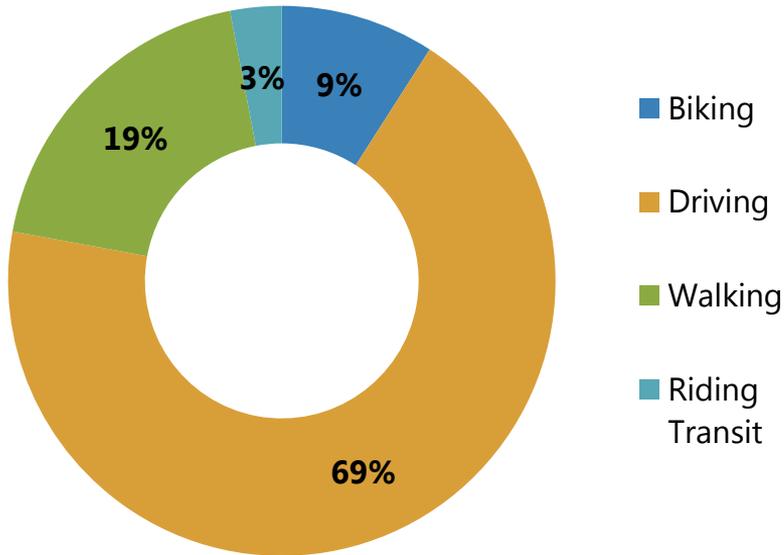
# Community Input

▶ Over 330 comments

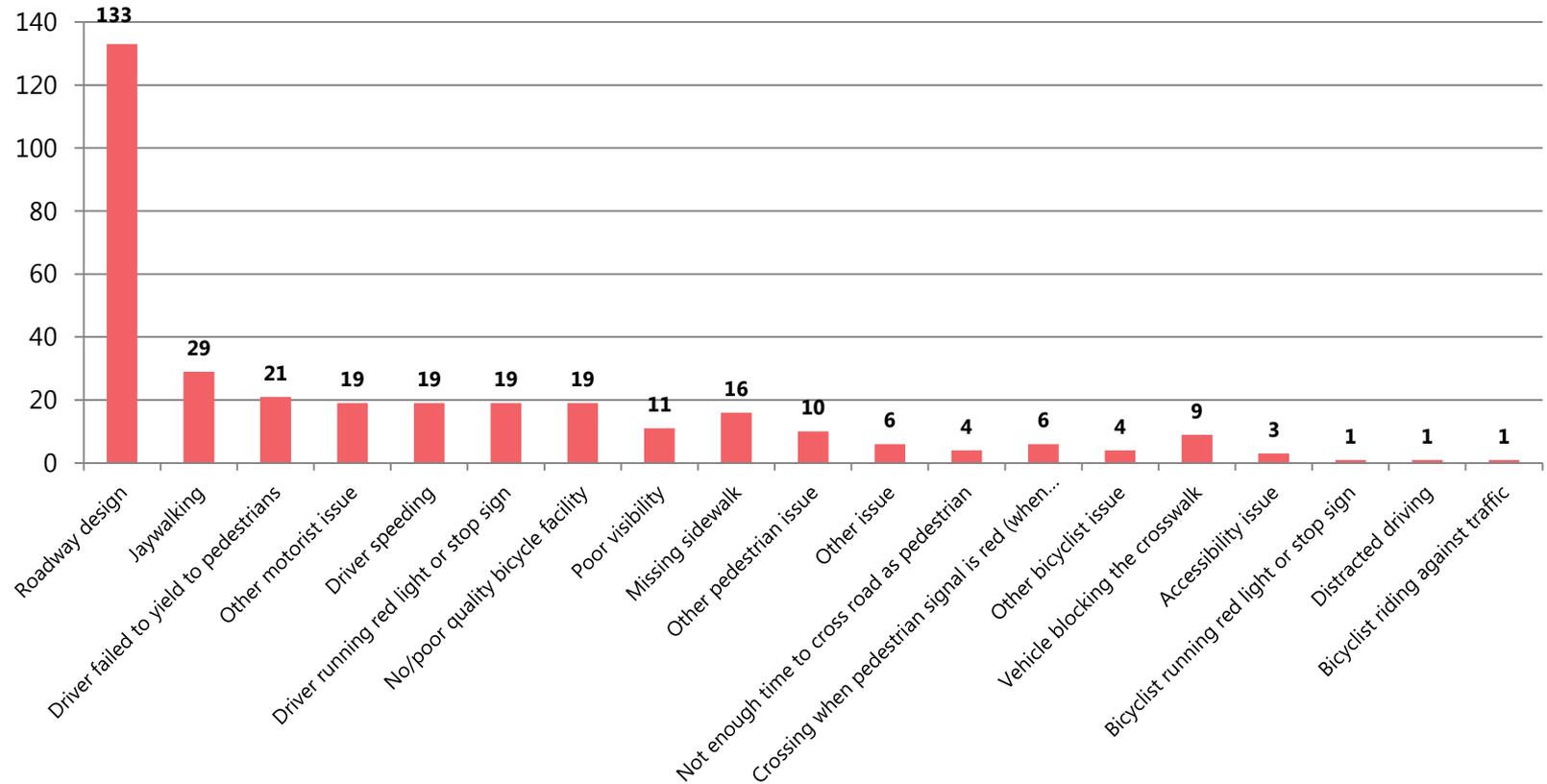


# Community Input

▶ Over 330 comments



# Community Input



# Contributing Circumstances (731 KSI 2013-2017)



## Speeding

**153 crashes** on Charlotte streets involved speeding



## Inattention

**63 crashes** involved drivers who were distracted while operating the vehicle



## Impairment

**45 crashes** involved drivers who were impaired while operating their vehicle



## Failed to yield

**71 crashes** involved drivers who failed to yield the ROW

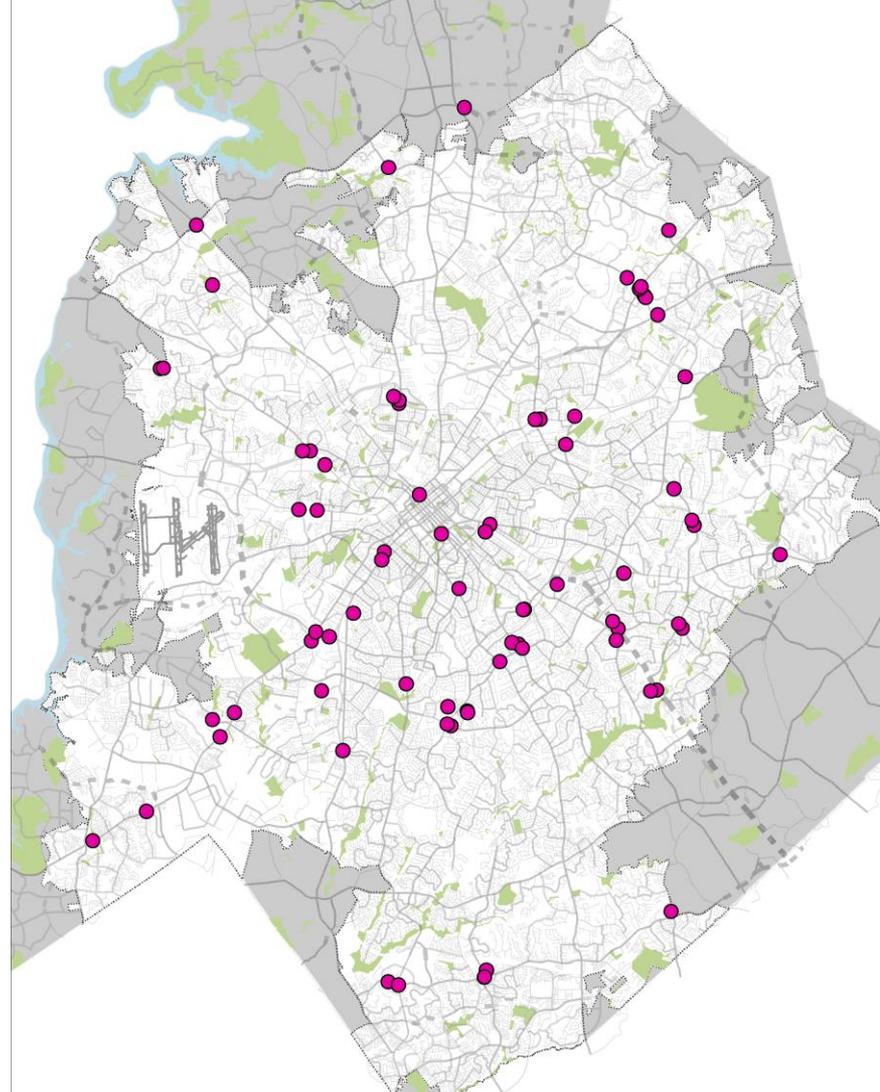
# Top 9 Killed or Seriously Injured (KSI) Crash Profiles

Vehicle-Only (KSI)		Pedestrian/Bicyclist-Only (KSI)	
Near shopping center	13%	Near transit	18%
Near transit	14%	Near intersections	29%
Turning at intersections	23%	Lack of bike/ped infrastructure	34%
Generic	27%	Near apartments/multi-family	19%
Ran off road	23%		

# Crash Profiles – Vehicle Only KSI

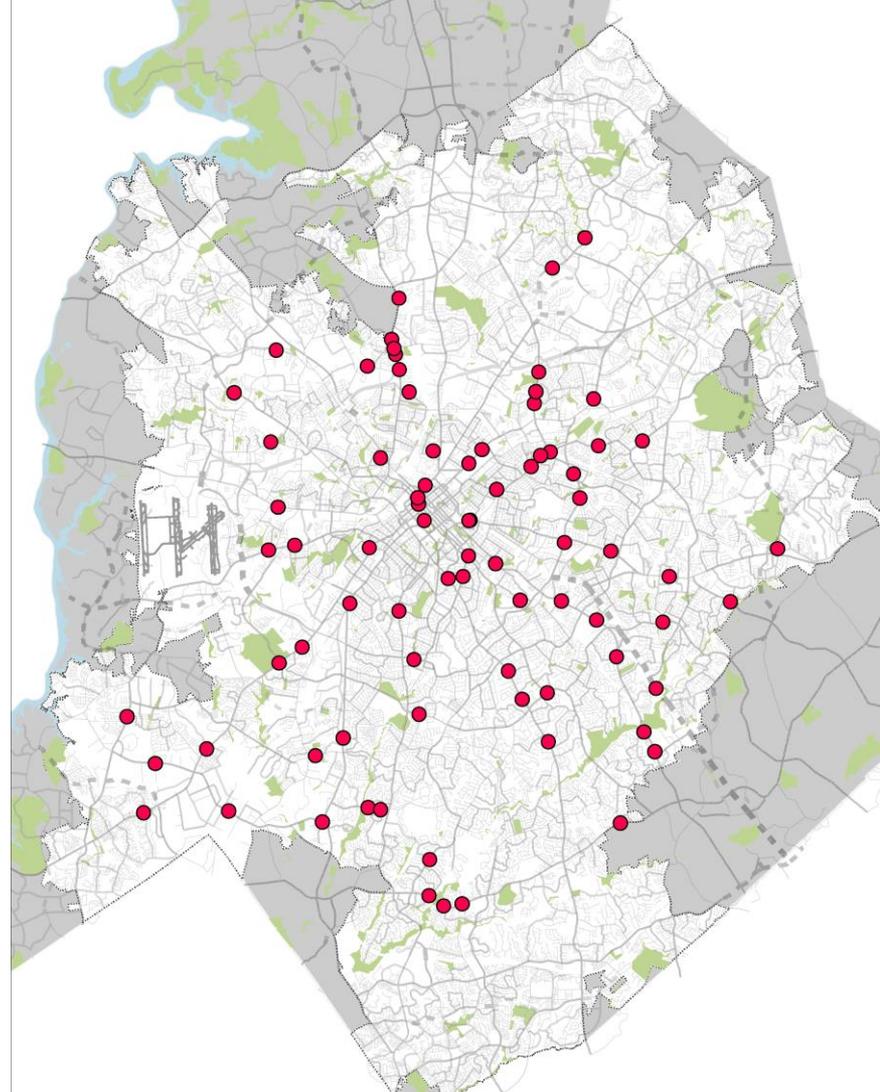
## Shopping centers (13%)

- ▶ 77 KSI crashes
- ▶ Road Characteristics
  - ▶ 36,000 ADT
  - ▶ Most at 45mph or higher
  - ▶ Undivided road (58%)
- ▶ Top 2 Circumstances
  - ▶ Failure to yield ROW
  - ▶ Inattention



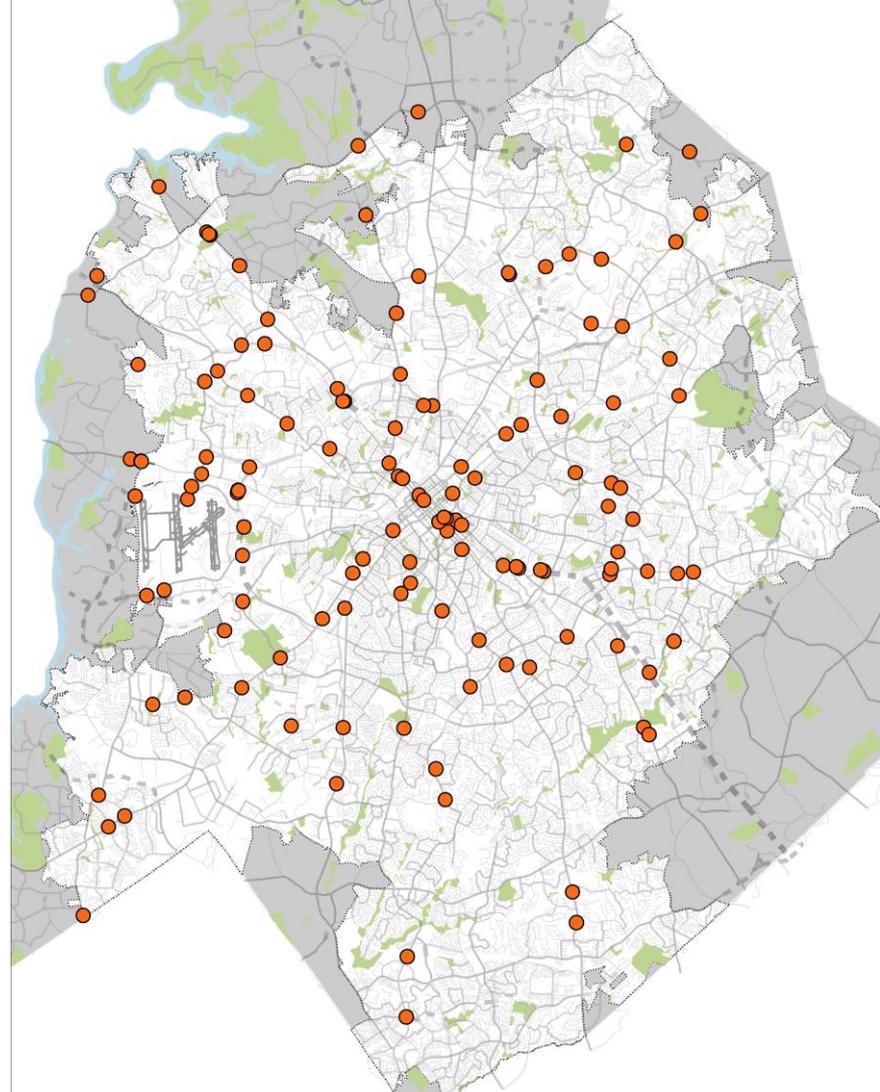
## Near transit (14%)

- ▶ 83 KSI crashes
- ▶ Road Characteristics
  - ▶ 27,000 ADT
  - ▶ Most at 35mph or 45mph
  - ▶ Undivided road (72%)
- ▶ Top 2 Circumstances
  - ▶ Crossed centerline
  - ▶ Excess speed



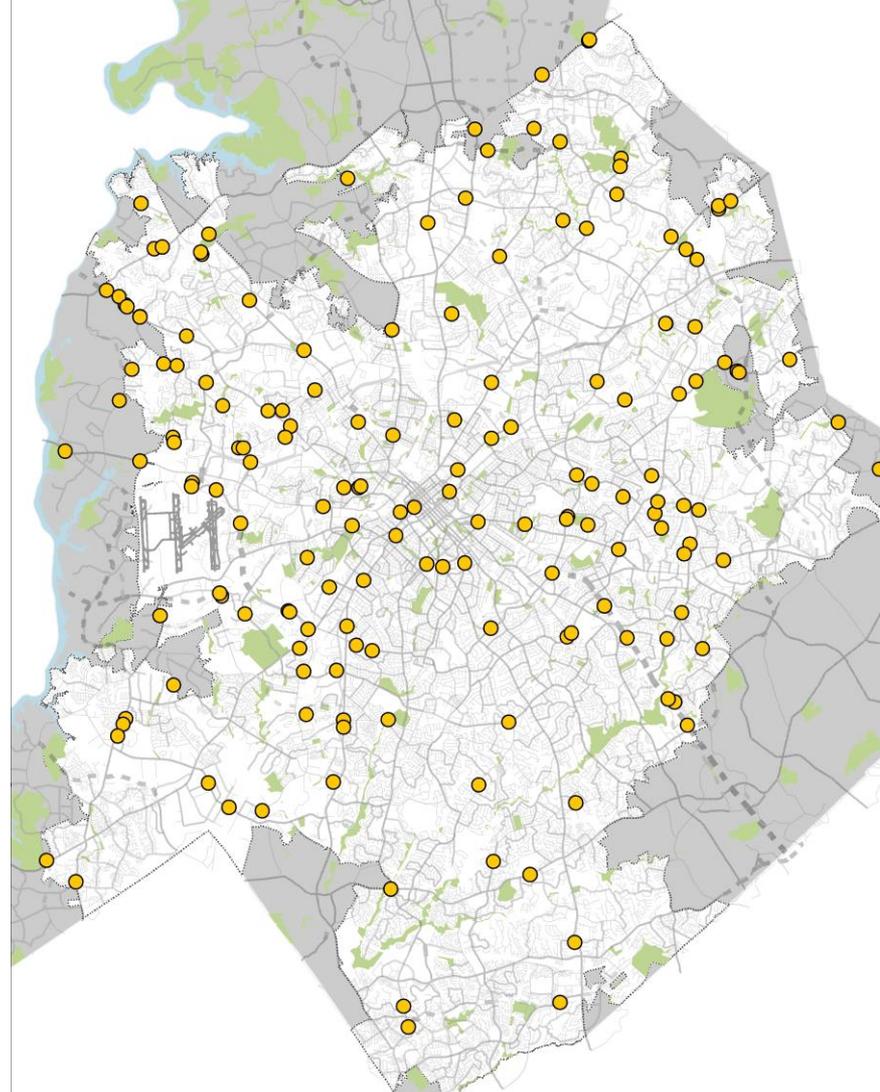
## Turning at intersection (23%)

- ▶ 140 KSI crashes
- ▶ Road Characteristics
  - ▶ 30,000 ADT
  - ▶ Most at 35mph or 45mph
  - ▶ Undivided road (76%)
- ▶ Top 2 Circumstances
  - ▶ Crossed centerline
  - ▶ Excess speed



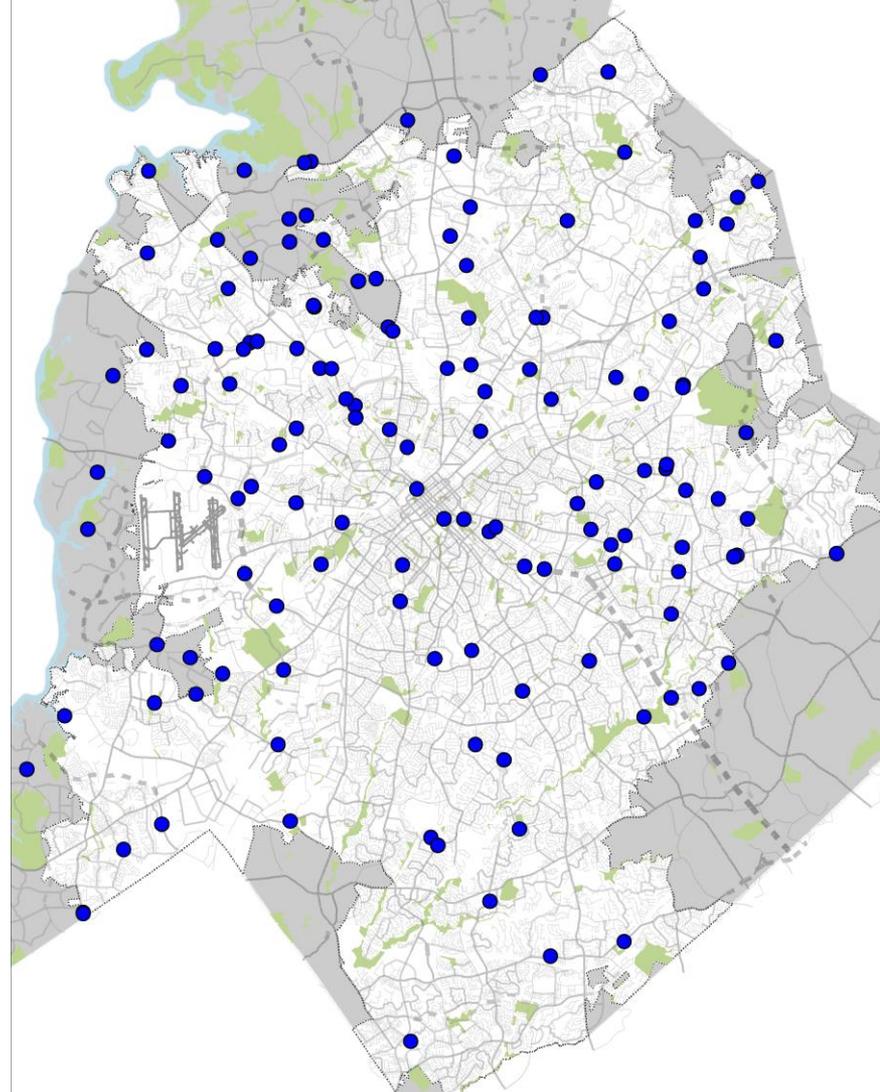
## Generic (27%)

- ▶ 164 KSI crashes
- ▶ Road Characteristics
  - ▶ 20,000 ADT
  - ▶ Most at 35mph or 45mph
  - ▶ Undivided road (78%)
- ▶ Top 2 Circumstances
  - ▶ Crossed centerline
  - ▶ Excess speed



## Ran off road (23%)

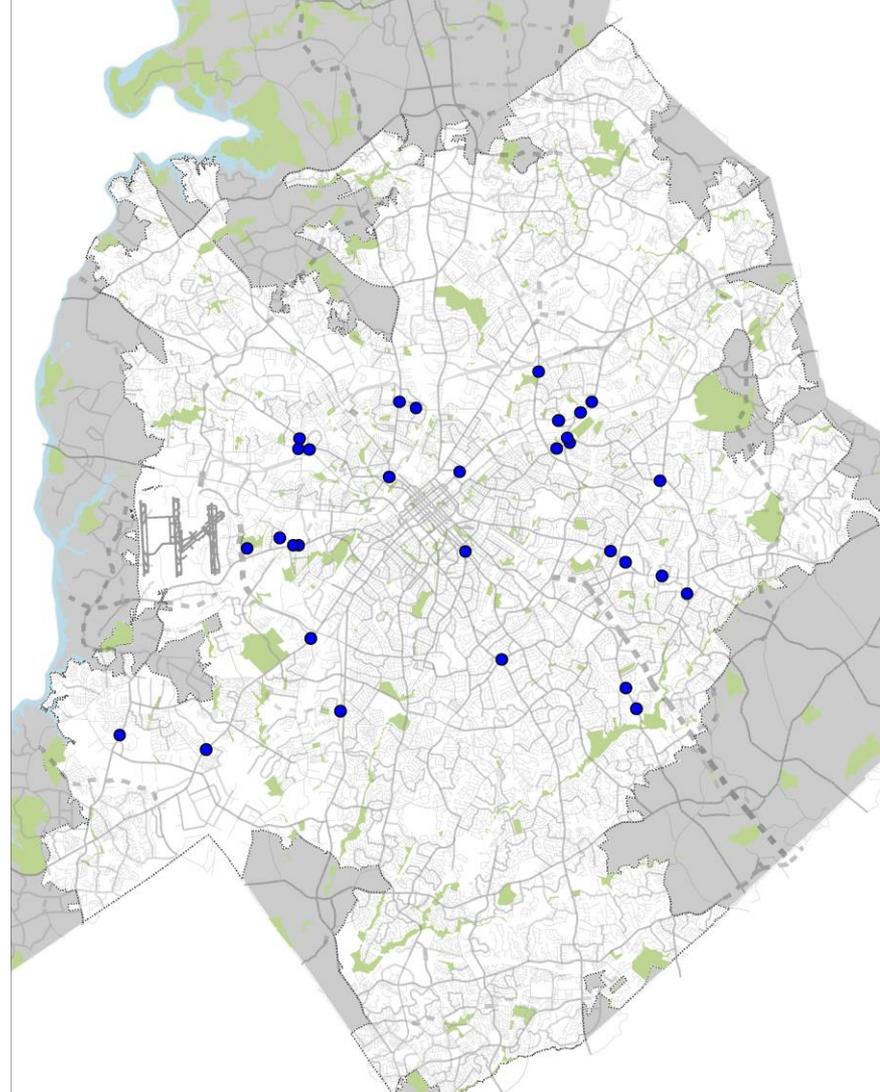
- ▶ 164 KSI crashes
- ▶ Road Characteristics
  - ▶ 19,900 ADT
  - ▶ Most at 35mph or 45mph
  - ▶ Undivided road (77%)
- ▶ Top 2 Circumstances
  - ▶ Excess speed
  - ▶ Alcohol/drug use
- ▶ Accounts for 47% of speeding and 54% of alcohol/drug use overall



# Crash Profiles – Pedestrian/Bicycle Only KSI

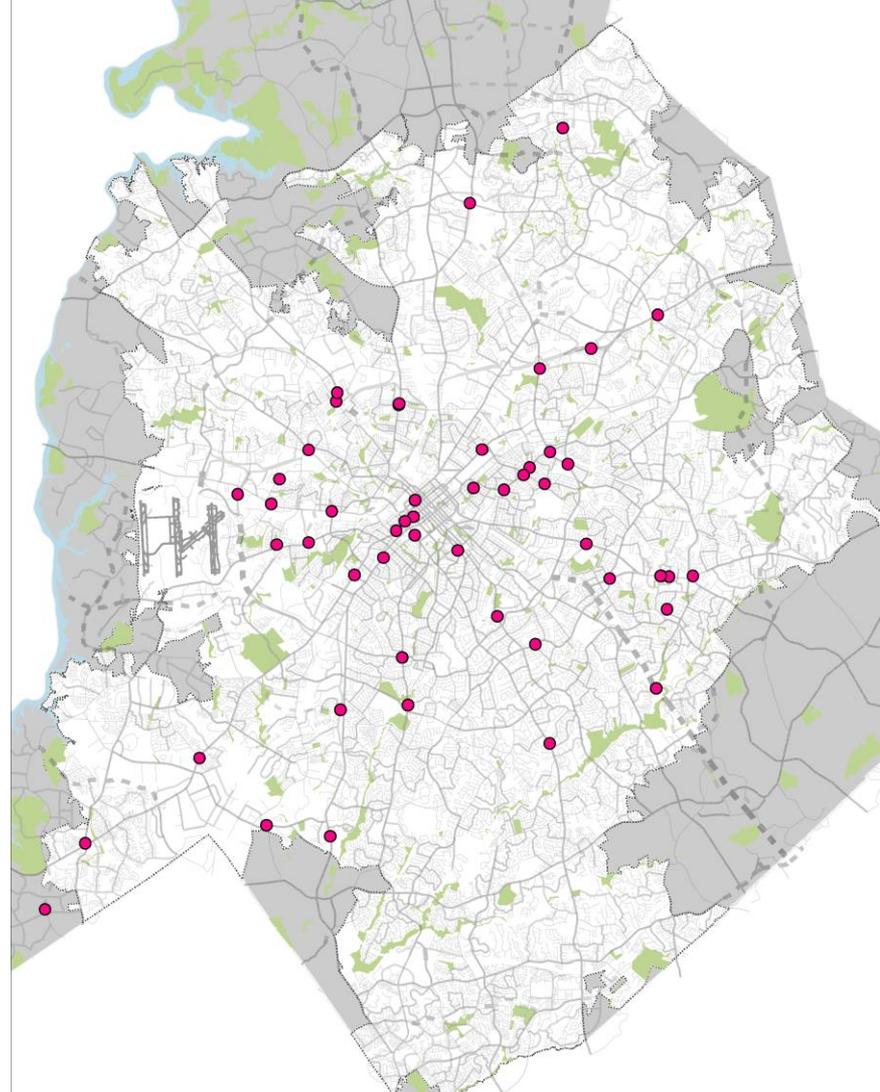
## Near transit (18%)

- ▶ 32 KSI crashes
- ▶ Road Characteristics
  - ▶ 23,500 ADT
  - ▶ 4 or more lanes (82%)
  - ▶ 45 mph (50%)
  - ▶ Undivided road (75%)
- ▶ Environment
  - ▶ 28% near shopping center



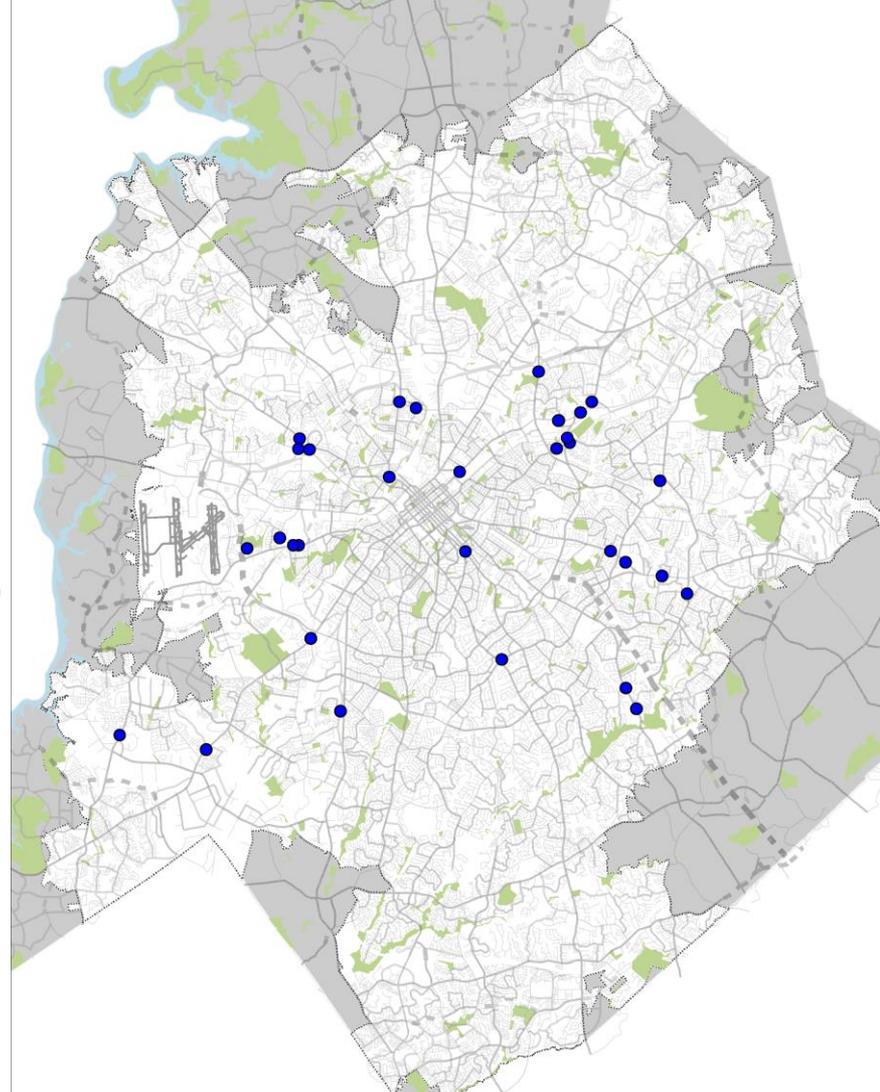
## Near intersection (29%)

- ▶ 52 KSI crashes
- ▶ Road Characteristics
  - ▶ 34,145 ADT
  - ▶ 35 mph (50%)
  - ▶ Undivided road (60%)
  - ▶ Traffic control
    - Signal (73%)
    - Stop Sign (17%)
- ▶ Environment
  - ▶ 31% near shopping center



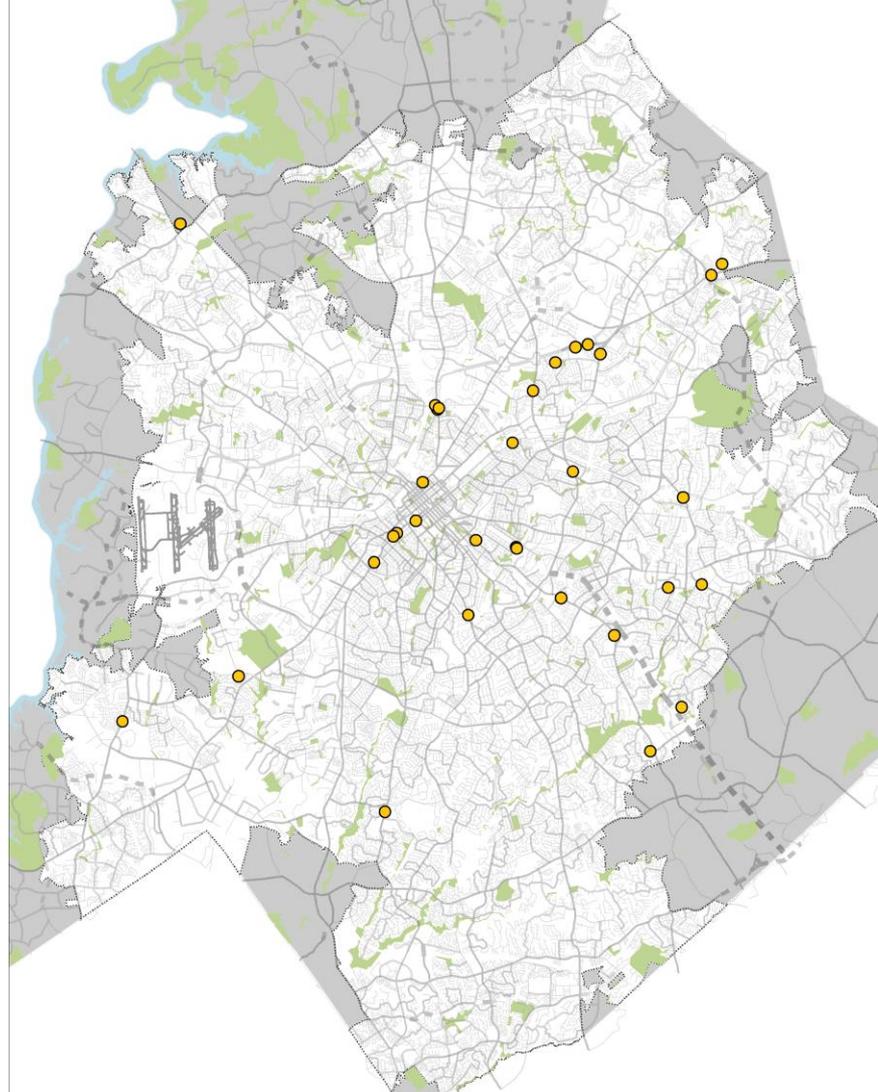
## Lack of bike/ped facility (34%)

- ▶ 61 KSI crashes
- ▶ Road Characteristics
  - ▶ 26,600 ADT
  - ▶ 35 mph (43%) or 45 mph (41%)
  - ▶ Undivided road (69%)
  - ▶ No control present
- ▶ Environment
  - ▶ 18% near shopping center



## Apartments/ multi-family (19%)

- ▶ 33 KSI crashes
- ▶ Road Characteristics
  - ▶ 26,400 ADT
  - ▶ Undivided road (67%)
  - ▶ No control present
- ▶ Environment
  - ▶ 18% near shopping center



What we know

**Vision Zero requires partnerships!**



*As a community, it's our responsibility to eliminate traffic deaths and serious injuries for all who share Charlotte streets by 2030.*

## **Commitment Statement**

# Guiding Principles

1. Traffic deaths and severe injuries are preventable and unacceptable.
2. Protecting human lives takes priority over all other objectives of the road system.
3. The transportation system should be designed so mistakes are not fatal.
4. Solutions must be collaborative, equitable and data-driven.
5. Safety on our streets is everyone's responsibility.
6. Our community is accountable for implementing the Vision Zero Action Plan, measuring performance and responding accordingly.

Getting to zero

## BENCHMARKS

2017

2020

2025

Partners

### Create Safe Streets for All

<b>Pavement preservation</b>	<ul style="list-style-type: none"> <li>Digitize annual Street Services work plans to allow for better coordination with the Department of Transportation.</li> </ul>	<ul style="list-style-type: none"> <li>Inspect and repair 100 crosswalks on the High-Injury Network.</li> </ul>	<ul style="list-style-type: none"> <li>Inspect and repair 200 crosswalks on the High-Injury Network.</li> </ul>	BSS, LADOT
<b>Speed surveys</b>	<ul style="list-style-type: none"> <li>Complete 100% of the expired surveys along the priority corridors, 75% of the High-Injury Network and 50% Citywide.</li> </ul>	<ul style="list-style-type: none"> <li>Complete 100% of the expired surveys Citywide.</li> </ul>	<ul style="list-style-type: none"> <li>Continue to keep all surveys active; evaluate need for new surveys.</li> </ul>	LADOT, LAPD
<b>Temporary street closures</b>	<ul style="list-style-type: none"> <li>Provide annual Department of Water and Power work plan to allow for better coordination with other City departments; evaluate temporary sidewalk closure procedures.</li> </ul>	<ul style="list-style-type: none"> <li>Update the Work Area Traffic Control Handbook (WATCH) to strengthen requirements for pedestrian and bicycle detours; update training modules to incorporate changes.</li> </ul>	<ul style="list-style-type: none"> <li>Work to update state traffic control device standards to include more innovative safety treatments.</li> </ul>	LADWP, LADOT
<b>Bicycle network</b>	<ul style="list-style-type: none"> <li>Identify bike network gaps during initial project development.</li> </ul>	<ul style="list-style-type: none"> <li>Develop a system for pavement inspection/repair of bikeway facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Repair all bikeway facilities on the High-Injury Network.</li> </ul>	LADOT, BSS
<b>Traffic signs</b>	<ul style="list-style-type: none"> <li>Maintain and upgrade speed limit signage.</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade the existing sign maintenance program.</li> </ul>	<ul style="list-style-type: none"> <li>Create geocoded database of all department assets.</li> </ul>	LADOT
<b>Safe Routes to School (SRTS)</b>	<ul style="list-style-type: none"> <li>Install 180 high-visibility crosswalks near 50 schools on the High-Injury Network.</li> </ul>	<ul style="list-style-type: none"> <li>Complete 50 Safe Routes to School safety plans.</li> </ul>	<ul style="list-style-type: none"> <li>Implement 50 Safe Routes to School safety plans.</li> </ul>	LADOT
<b>Speed mitigation around schools</b>	<ul style="list-style-type: none"> <li>Install 11 school safety zones (15 miles per hour zone within 500 feet of school).</li> </ul>	<ul style="list-style-type: none"> <li>Install 50 school safety zones.</li> </ul>	<ul style="list-style-type: none"> <li>Install 100 school safety zones.</li> </ul>	LADOT, LAPD
<b>Capital safety improvements</b>	<ul style="list-style-type: none"> <li>Build 25 concrete pedestrian islands.</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize 50 location candidates for capital projects.</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize 100 location candidates for capital projects.</li> </ul>	BOE, LADOT
<b>Street lighting</b>	<ul style="list-style-type: none"> <li>Identify areas for lighting improvements (i.e., bus stops, mid-block crossings, and underpasses).</li> </ul>	<ul style="list-style-type: none"> <li>Make lighting improvements on 50 percent of the High-Injury Network.</li> </ul>	<ul style="list-style-type: none"> <li>Complete all lighting improvements on the High-Injury Network.</li> </ul>	BSL, LADOT
<b>Street design</b>	<ul style="list-style-type: none"> <li>Complete 12 miles of street design plans.</li> </ul>	<ul style="list-style-type: none"> <li>Complete 48 miles of street design plans.</li> </ul>	<ul style="list-style-type: none"> <li>Complete 120 miles of street design plans.</li> </ul>	LADOT
<b>City design standards</b>	<ul style="list-style-type: none"> <li>Update City design standards using Vision Zero principles.</li> </ul>	<ul style="list-style-type: none"> <li>Update curb ramp standards.</li> </ul>	<ul style="list-style-type: none"> <li>Identify and complete updates to additional design standards.</li> </ul>	LADOT, BOE
<b>Signal timing</b>	<ul style="list-style-type: none"> <li>Optimize 400 traffic signals for all road users; pilot signal timing strategy.</li> </ul>	<ul style="list-style-type: none"> <li>Optimize 1,600 traffic signals for all road users.</li> </ul>	<ul style="list-style-type: none"> <li>Optimize all traffic signals for all road users.</li> </ul>	LADOT

NOTE: Support agency in *italics*



## Action-specific Performance Measures (continued)

Item	Action	Leads	Action-specific Performance Measures (annual)
<b>ACTION AREA: ENGAGEMENT AND ACCOUNTABILITY (EA)</b>			
EA1	Conduct multi-component education campaigns to build public awareness and leverage Vision Zero actions	PBOT, PF&R, other City bureaus, community partners	Number of multi-component campaigns conducted compared to prior years
EA2	Form agency-led "street teams" that engage people driving, walking, biking, and taking transit to raise awareness of Vision Zero and moving safely through Portland	PBOT, other City bureaus, community partners	Number of street team events held in Communities of Concern Number of street team events held citywide
EA3	Develop targeted efforts to engage middle and high school students in traffic safety through the Safe Routes to School program, with a focus on empowering youth leadership to promote safe transportation in their own school communities, prioritizing Communities of Concern	PBOT, community partners	Number of students involved in traffic safety programs, in Portland at large and in Communities of Concern
EA4	Regularly cross-check trauma data from the Oregon Health Authority against Oregon Department of Transportation crash data to identify demographic patterns (age, race/ethnicity), geographic patterns, and misreporting or under-reporting of serious injury crashes	PBOT, PPB, OHA, ODOT	Frequency of cross-checks between trauma (OHA) and ODOT crash data Percentage of unmatched records in both OHA and ODOT data sets for serious injury crashes
EA5	Improve timeliness of deadly and serious crash data processing and reporting	PBOT, PPB, ODOT	Percentage of deadly and serious crash investigations completed within one week of crash event
EA6	Include review of traffic crash data, equity data, and traffic safety performance at monthly Portland Bureau of Transportation and Portland Police Bureau Traffic Division meetings	PBOT, PPB	Occurrence of monthly meetings
EA7	Create a community grant program to support a variety of safety-related efforts, including but not limited to street design visioning, outreach and education, and collaborative safety improvements in Communities of Concern within the High Crash Network	PBOT, City Council, community partners	Number of community grants awarded in Communities of Concern Number of community grants awarded citywide
EA8	Secure increased funding and personnel to staff timely investigation of deadly crashes	PPB	Increased funding and personnel for investigation of fatal crashes
EA9	Improve data collected on speed, impairment, and distraction at serious and deadly crashes	PPB, ODOT	Percentage of serious and fatal crashes for which distracted driving data was collected Percentage of serious and fatal crashes for which speed data was collected Percentage of serious and fatal crashes for which impairment data was collected



# STREET TEAMS

## 1) Use data to focus traffic safety enforcement

ACTION ITEM	DESCRIPTION	LEAD AGENCY	SUPPORT	VISION ZERO YEAR
1.1	Coordinate monthly fatal crash reviews	oTIS/ PPD/ Streets		Under-way
1.2	Increase traffic safety enforcement and penalties for illegal sidewalk closures and obstructions	L&I/ ROW		Complete
1.3	Build foundation for and implement "Safety Six" traffic safety enforcement campaign [see page 35]	PPD	oTIS	1+
1.4	Coordinate "Safety Six" traffic safety enforcement efforts between PPD, PPA, and other entities with police powers to maximize traffic safety	PPD	oTIS	1+
1.5	Reassign crossing guards to vacant posts at high-pedestrian crash intersections in pilot Police districts	PPD	oTIS	1+
1.6	Report L&I violations for failure to adhere to the Streets Department Right-of-Way Code separately, allowing for collection and reporting of data	L&I		2
1.7	Increase traffic safety enforcement against illegal parking and illegal passing of school buses in and around schools in pilot Police districts	PPD/ PPA	School District	2

## THE SAFETY SIX

1

Reckless/careless driving

2

Red light- and stop sign-running

3

Driving under the influence

4

Failure to yield, While turning or to pedestrians

5

Parking enforcement  
On or within 20' of crosswalks, on a sidewalk, or in a bike lane

6

Distracted driving

# Breakout Session



## Example – Shape community culture of safety

	2020	2025	2030	Partners
Create “street teams” that engage people at events to raise awareness of Vision Zero	<ul style="list-style-type: none"><li>• Develop messaging and materials</li><li>• Form street teams</li></ul>	Deploy street team at 250 events	Double 2025 goal	CDOT, CMPD, MCPH, CMS, Atrium Health, Sustain Charlotte, Others?

Discussion & Review

# Review Group Ideas & Report Back

# Committee Check-in

## Technical Advisory Committee

- ▶ Will offer technical expertise in data collection and analysis

## Public Engagement Committee

- ▶ Will identify and coordinate public engagement activities

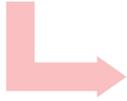
## Equity Committee

- ▶ Will ensure processes, strategies and desired outcomes serve all members of our community

# Next Steps

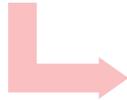
## Meeting 4 (September 26th)

- Crash Profile Analysis & Countermeasures Presentation
- Strategy Table Exercise



## Meeting 5 (October 31st)

- Public Engagement Debrief Presentation
- Strategy Table Exercise



## Meeting 6 (November 28th)

- Final Draft Plan Presentation
- Final Comments Exercise

## Meeting 7 (December 19th)

- Next Steps
- Celebrate!

**VISION** 

**ZER** 

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**SAFER STREETS FOR CHARLOTTE**

**Angela M. Berry, P.E.**  
aberry@charlottenc.gov

**Alex Riomondy**  
alex.riomondy@charlottenc.gov

**Amy Mitchell**  
amy.mitchell@charlottenc.gov